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COUNTRY Rumania

REPORT NO. 25X1A

TITLE Construction of a Danube-Black Sea Canal

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REFERENCES

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REMARKS

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SOURCE

1. a. By decree of 25 May 1949 by the Rumanian Cabinet, published in No. 53 of "Buletinul Oficial" (officials organ of the Rumanian Government), issue of 26 May 1949, the preparatory work for the construction of the Danube-Black Sea Canal will start in the second half of 1949.
- b. The "Directorate General for the Construction of the Danube-Black Sea Canal" (Directia Generala a Lucrarilor Canalului Dunarea-Marea Neagra) was established to execute this project and placed under the control of the Cabinet. Gheorghe ROSU is Director General.
- c. The Soviet Union is expected to render technical advice and material support by deliveries of machinery and materials for the construction of the canal.
2. Projected line of the canal: See Annex.
- a. The new sea port of NAVODARI is to be established between the fishing-village of NAVODARI and Cape Midia at the mouth of the canal. Its installations are to exceed those of the CONSTANTA Port.
- b. It will be from 80 to 100 km long; no data are available on the width and depth. It is scheduled to be navigable for large river craft and coastal vessels.
3. It was observed on 7 August 1949 that the following work has already started: Construction of quarters and food stores for the required work force, storage of the required materials, tracing and staking of the projected line of the canal.
4. The project is an old one and its sudden realization stresses the importance of this area for the transport planning of the Rumanians and the Soviets, the real initiators of the project. The canal has great importance from several points of view:

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NO CHANGE in Class. ☒

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a. It represents a considerable shortening of the presently existing water connection to the Black Sea and will bring about a sizable reduction in transportation costs. (Length of the previous connection from CERNAVODA to SULITA on the Danube River 300 km, and as far as CONSTANTA 450 km.)

Since it is scheduled to be navigable for coastal vessels, it represents an improvement over the present Sulina-Canal, which requires constant dredging operations, and over the continually changing water level of the Danube river.

b. It will favor the economic and industrial opening and development of the southeastern part of Rumania and will further the constantly rising exchange of goods, chiefly with the Soviet Union.

c. Its irrigation facilities will considerably improve soil conditions and lead to better crops and consequently to a higher standard of living of the rural population in this backward and thinly populated region.

d. Dangerous seats of infectious malaria, plague of the area, will be eliminated through the drainage of the malaria infested swamps in the Carasu Valley.

1 Annex: Danube-Black Sea Canal Project.

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